

Amendment to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

Claims 1-12. (Canceled).

13. (Canceled).

14. (Currently Amended) The method according to claim [[13]] 18, wherein the method is adapted to detect a malfunction of a wheel-pressure sensor suite of the brake system of the motor vehicle.

15. (Currently Amended) The method according to claim [[13]] 18, wherein the brake system is configured to implement braking interventions independently of a wish of a driver of the motor vehicle, the method further comprising:

detecting existence of the first operating mode when no wheel-individual braking intervention occurs during a braking operation; and

detecting existence of the second operating mode when a wheel-individual braking intervention occurs during a braking operation.

16. (Canceled).

17. (Canceled).

18. (Currently Amended) The method according to claim 17, further comprising: A method for detecting a malfunction of a brake system of a motor vehicle, wherein the motor vehicle includes at least one wheel axle, one of two different operating modes being present during activation of the brake system, the method comprising:

detecting a malfunction of the brake system in a first manner when a first operating mode is present;

detecting a malfunction of the brake system in a second manner when a second operating mode is present;

during activation of the brake system, modifying and detecting brake pressures at at least two wheel brakes of an axle;

ascertaining a differential variable that represents a difference of the detected brake pressures;

implementing fault detection separately at each wheel axle on the basis of the differential variable exceeding a differential threshold, wherein the differential threshold has different values;

determining a differential quotient as a function of a difference of two averaged brake-pressure variable recorded at different times;

ascertaining a rate of increase of the brake pressure by estimation based on the differential quotient and based on a maximum value from at least two differential quotients; and

upon detection of the first operating mode, setting the different values of the differential threshold on the basis of the rate of increase of the brake pressure averaged with all brake pressure variables of an axle.

19. (Previously Presented) The method according to claim 18, wherein the brake pressure variables include offset-corrected brake pressure variables, the method further comprising:

estimating an offset from a low-pass filtered brake pressure signal of each wheel brake.

20. (Currently Amended) The method according to claim [[17]] 18, wherein the brake system includes a main brake cylinder configured to generate a brake admission pressure, the method further comprising:

upon detection of the second operating mode, setting a value for the differential threshold as a function of: (a) an admission-pressure variable that represents the admission pressure in the main brake cylinder; and (b) a rate of increase of a differential quotient.

21. (Currently Amended) The method according to claim [[15]] 18, further comprising, following a wheel-individual braking intervention, modifying a fault detection for a specifiable time duration to suspend the fault detection for the specifiable time duration following the wheel-individual braking intervention.

Claims 22-23 (Canceled).

24. (Currently Amended) A device for detecting a malfunction of a brake system of a motor vehicle, wherein the motor vehicle includes at least one wheel axle, at least one of two different operating modes possible being present during activation of the brake system, comprising:

an arrangement configured to detect a malfunction of the brake system in a first manner when a first operating mode is detected and to detect a malfunction of the brake system in a second manner when a second operating mode is detected;

an arrangement configured to modify and detect brake pressures at at least two wheel brakes of an axle during activation of the brake system;

an arrangement configured to ascertain a differential variable that represents a difference of the detected brake pressures;

an arrangement configured to implement fault detection separately at each wheel axle on the basis of the differential variable exceeding a differential threshold, wherein the differential threshold has different values;

an arrangement configured to determine differential quotient as a function of a difference of two averaged brake-pressure variable recorded at different times;

an arrangement configured to ascertain a rate of increase of the brake pressure by estimation based on the differential quotient and based on a maximum value from at least two differential quotients; and

an arrangement configured to set, upon detection of the first operating mode, the different values of the differential threshold on the basis of the rate of increase of the brake pressure averaged with all brake pressure variables of an axle.

25. (Previously Presented) The device according to claim 24, wherein the malfunction includes a malfunction of a wheel-pressure sensor suite of the brake system of the motor vehicle.

26. (Previously Presented) The device according to claim 24, wherein the brake system is configured to implement brake interventions independently of a wish of a driver of the motor vehicle, the arrangement configured to detect presence of the first operating mode when no wheel-individual brake intervention occurs during a brake operation and to detect presence of the second operating mode when a wheel-individual brake intervention occurs during a brake operation.

Claims 27-28 (Canceled).